THE TIMES-VIRGINIAN

APPOMATTOX AND BUCKINGHAM TIMES Established 1892
SOUTHSIDE VIRGINIAN—Established 1902
(Consolidated October 1, 1909)
"In the Heart of the Tobacco Belt"

ISSUED WEEKLY THURSDAY MORNINGS
At Appomattox, Va.

W. MARLIN WYANT, Editor and Publisher

Entered at the Postoffice at Appomattox, Va., as second-class matter under Act of Congress of March 3, 1879

Communications to THE TIMES VIRGINIAN must be accompanied by name and address of writer. Unaccepted manuscripts will not be returned unless accompanied by postage.

Notify THE TIMES VIRGINIAN at once of failure to receive copies promptly and regularly.

SUBSCRIPTION PRICE $1.50 A YEAR—STRICTLY IN ADVANCE

'KNOW WHAT YOU USE'

The time is drawing near when fertilizer and seed will be purchased and land prepared for the next crop. This is a large part of the investment made for this year's production. Whether or not your work will show a substantial profit largely depends on your intelligent choice of your fertilizer and seed, as well as the time you may use.

It is not our purpose to recommend any of these essentials by the manufacturer's or producer's name, but rahte rto state facts concerning the information you should have and can obtain relative to the ingredients of your guano and lime and the purity, germination, weed seed content and age of the seed which will demand your hard labor and gauge the returns from your year's effort.

It is quite generally known that manufacturers of fertilizer must register each of their brands, guaranteeing their chemical content, with the State Department of Agriculture in Richmond. It is required by law that the guaranteed analysis of the contents of each bag of fertilizer or lime be stamped on the bag or on a tag attached to each bag. Be sure this information is given, as stated, and attempt to purchase goods which have been inspected by the official inspectors. Should the fertilizer fail to test as per the analysis given, the purchaser will receive a refund through the State Department of Agriculture.

There is no reason for planting or sowing seed without knowing what it is. You can afford hard to guess or take chances, and it is not necessary. Purchase your seed from reputable, established merchants. Secure it in time to have it tested yourselves or make sure it has been tested while in the hands of the merchant.

Cheap seeds are expensive at any price. Do not be misled by statements to the contrary. Do not buy according to price, but according to quality.

Will It Come?

Men are talking of the next war. Some declare it inevitable and near at hand. There are doubtless those who would like to see it come. Whether anything would be left of it for them, or of civilization, should another world war start, thy do not consider. Much war talk is propaganda to use a nearly worn-out word. Never, as during this past summer, have we been convinced of the untrustworthiness of the reports to be found in our newspapers concerning conditions across the water. Most of these reports are inspired by some interest seeking its own end. One often may find in the same issue of the same paper two contradictory stories of personal visits to Russia, or Germany, or France or Turkey. Some of the war talk in America is to frighten us into increasing our preparations for war. But we have no slightest idea of another war as imminent. Europe is as good as bankrupt. Besides the carelessness of her politicians that financial ruin is staring her in the face; her governments have had all they can possess to have. Those who "pay in peace and die in war" no longer willing like dumb beasts to be prodded into front lines and mowed down by cannon, or sent into dugouts trenches to play hide and seek with death. This last war has determined the multitudes who have usually been marched on to the battlefield to be shot, in place of the rulers who started the quarrel, to have something to say themselves about this method of settling the differences between nations.

What may happen in distant years, no man knows, but, unless all sanity and sense vanish from the minds of the world's best business men, and humanity goes mad, another European war is not near at hand. There has been too much talk of war when men have despaired and prophesied only evil, yet a better day has dawned and the world moved onward.

Let us not forget, little as modern nations have recognized it during recent years in their councils, that there is One who "hath made of one blood all nations of men for to dwell on all the face of the earth and to the bounds of their habitation; that they should seek the Lord, if haply they might feel after Him and find Him." And find Him even as he has they will.

STARVING CHILDREN OF THE NEAR EAST

"Let them starve," the famishing little children of the Near East, for all I care." Suppose that thus American should give answer to the appeals for aid now coming out of the Near East—the appeals to aid in driving back the dread wolf of famine as it approaches to claim as victims a vast host of starving children, what would you think of this nation, Mr. Citizen—of progressive, enlightened America, of America the richest, the most prosperous nation on earth? What would you think of America if it should thus exhibit indifference and impatience when upon its ears smote the cry for help proceeding from the starving little children of a famine-stricken land? You would not be proud of your country in the circumstances, would you? You would not endorse its position. Perhaps you might wish that you could frame a more humane, a nobler answer than that which we have imagined America as giving. But let remind be given that it is with you and all American people to frame that answer. It is with the happy, contented, prosperous citizens of America to reply to the Near-East appeal. For that appeal is addressed to Americans; it is addressed to American citizens singly and collectively. During the coming week it is to be addressed to the people of Appomattox County. The feeding for a year of only 14 of all the mighty multitude of starving children, has been assigned to Appomattox County by the national Near East Organization. "Appomattox County," in effect says that organization, "here are 14 of these afflicted waifs which we turn over to you and yours. Do with them as you think best, but remember that to the extent you fail to give sufficiently, to that extent some of these children of your quota go a-hungering to their death. The responsibility is with your citizenship." How will Appomattox County answer? Will Appomattox County respond by saying, "Let the fourteen starving children assigned to our people for saving service die for aught I care?" No, Appomattox County will not give that response. But our people say, let some of our quota die, we will save the rest. Surely, surely, surely not. That response would be infinitely unworthy of Appomattox County and of its Christian population. There is only one answer that should be regarded as possible and that is to the effect that "the thing you ask of us in humanity's name, that will be given—not given half-heartedly, sullenly or impatiently, but in sense of deepest gratefulness that thus God we are able to render the service.

On Keeping Clean

A town is but an individual—multiplied many times. A town is you and I. If we keep our own door yards, our own homes, so do we yant our town kept.

And an home, no door yard, no town or city is kept in order and attractive without work; actual labor exacted to get results.

If you happen to be the sort who throws trash into the street, imagine 15,000 more just like you, and that's the sort of a spectacle you assist your town to present.

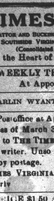
If you are the sort who never cleans your alley—again multiply your kind by a million or so—and you can get a fair picture of how the town would appear if it were left in your care.

Beauty is as necessary as bread to the lives of men. Some day, towns will learn this. Some day, towns will strive for beauty, as they strive for business—for they will learn that beauty attracts as much as business.

Some day, towns will be held accountable for the standard of virtue of their citizenry. Some day towns will strive to raise folks by tender arms of beauty, and hold them safe by consideration and tender care.—Mrs. W. Y. Morgan, in Hutchinson News.

Changes in Hudson Bay.

Scientific men assure us that the land around Hudson bay is rising so rapidly that in places driftwood yet remains on beaches that have risen seventy feet above the level of the water. In a few centuries we are told, at this rate of elevation, the great bay, on whose icy explored waters Hendrick Hudson was set adrift, never to be seen again in man will have practically vanished.



Why France Was Justified In Going Into Ruhr District

(Continued from page 1.)

the gigantic profits so obtained and none of which were being paid to France or any of the other Allies, a condition of affairs which must have been obvious to the French, and which must have inevitably led to the step they have now taken.

"On page 90 of the same issue you draw attention to the very extensive increase in the construction of waterways in Germany, and note that the sum of $500,000,000 in gold has been set apart by the German Government for the general development of their waterway system.

"Here again we see evidence of a large sum of gold available for the payment of reparations which is being diverted into other channels.

"We should not lose sight of the fact that the great World War was instigated by the big financiers of Germany, who sought by this means to force domination of the economical and financial resources of the world and who so flattered and cajoled the militaristic party in Germany as to obtain their hearty co-operation.

"My inspection of the Nord et Pas de Calais shortly after the Armistice, and which I made for the purpose of determining the probable cost of restoring the devastated section, was an enlightening one in many ways. It must be borne in mind that this section of France corresponds in economic importance to the Ruhr section of Germany, of which it was the chief rival. In this section was located 70 per cent of the French steel plants, while the concessions of Anichc, Anzin, Aimcourt, Bathune, Carvin, Courrieres, Crespin, Douchy, Dourges, Drocourt, L'Escarpelle, Flines, Lens, Bruay, Gouy, Lievin, Marles, Meurchin, Nouux, Thivers, Calles, Ostricourt, Vicoigne, and Vimy comprised the entire resources of coking coal available for the fabrication of French iron ore. Almost the first action of the Germans in invading France was to seize this coal section, which they operated during the war. However, when it became apparent that they could no longer maintain their military domination of this important section, they systematically destroyed steel works, coal mines, above and below the ground, and all habitable dwellings, so that at the time of my inspection I found that this region in which, for the most part, no fighting had occurred, was absolutely and scientifically wrecked to an extent almost unbelievable.

"This wreckage was accomplished by three companies of *pionneers* of 70 men each, who first tested the strength and size of the steel supports of buildings and head frames, marking thereon the number of grams of powder necessary to destroy them, (if myself have seen these markings) and then proceeded to carry out their carefully planned destruction with a thoroughness which would have elicited my admiration had the work been done for any other purpose. Germany had lost her military domination over the French steel production, but by this means she eliminated any possible industrial competition. The steel business of France was wiped out, and this not by active war, but by carefully planned operation conducted by engineers who were never at any time in the vicinity of the firing line.

"Having removed all possible local competition from the French, the big steel industries of Germany were not satisfied with the huge profits which would naturally result by further increased and colossal gains, but took this occasion to cut the pages of their employes down to the subsistence point, giving as an excuse the false statement that this was necessitated by the amount of money they were paying over to France as reparations.

"With the collapse of the military section the financial group which had been the instigator remained intact in the back-ground, and having failed to achieve their objective by force of arms, they are now endeavoring to do so by strategy.

"Until the general public awakes to the fact that these few money barons are leading them where they will, like a flock of sheep, and sharing them whenever they desire the wool, the condition in Germany will continue to be a source of unrest in the politics of the world.

STATEMENT OF FINANCIAL CONDITION OF STATE BANK OF PAMPLIN, INC., PAMPLIN, VA., AT THE CLOSE OF BUSINESS JAN. 29, 1923.

RESOURCES

Loans and Securities		$230,128.00	
This is the amount of money we have loaned on collateral and otherwise to individuals, partnerships & corporations.			
Overdrafts		708.23	
Money withdrawn by customers (secured) in excess of the amt deposited.			
Bank, House & Lot.		21,500.00	
Representing the amount invested in our bank building, which is one of the most modern and up-to-date as will be found anywhere.			
Other Real Estate.		1,000.00	
Real estate readily salable, taken in pay ment of debt.			
Furniture and fix...		11,205.00	
Representing the amount invested in equipment for the proper transaction of our business.			
Cash on Hand and in Banks		$119,814.00	
Currency and coin in our vault and de-			
posits with other banks, available for lending purposes.			
Total			$476,355.20

LIABILITIES

Capital Stock	$ 25,000.00
This is divided into 1000 shares of $25 each, owned by 60 stockholders and represents the amount of cash paid into this business by them.	
Surplus and Undivided Profits	26,332.87
Represent additional money left by the stockholders for the protection of depositors.	
Bills Payable	None
Most banks frequently have to borrow money with which to meet their obligations. We are not borrowing a dollar.	
Deposits	$423,023.13
Money deposited with us for checking, savings and certificate of deposit acct. by individuals, firms and corporations.	
Total	$474,355.20

COMPARATIVE STATEMENT OF DEPOSITS

NOVEMBER 17, 1921	$ 95,018.55
NOVEMBER 7, 1918	176,451.72
NOVEMBER 15, 1920	22 ,971.76
DECEMBER 29, 1922	357,617.40
JANUARY 29, 1923	423,023.13

"THE BANK OF FRIENDLY SERVICE"

4 Per Cent Interest on Certificates of Deposit-Compounded Quarterly

TO OUR FRIENDS AND PATRONS

The Bank of Appomattox was organized in April 1901 and as no doubt know has been a consistent servant of the people of this County for 22 years, its progress has been steady, but sure, its officers, directors and stockholders have tried never to waver in their purpose to give the people sound safe, conservative Banking service.

We wish to thank you most heartily for your patronage in the past and the part you have taken in our success, and at the same time offer you an opportunity to crown your steady patronage of our Bank with the title "Stockholder."

It has been paying dividends each six months July 1st and January 1st since 1908, and expects to continue to do so, and as large as is consistent with the earnings of the institution.

This community is growing and developing and we find that we can use additional capital to good advantage, therefore, we are offering for sale this month 200 shares of this stock at $100 each. We have limited the sale of the stock to only 5 shares to one individual, of course one can take less of they desire.

If you are interested either write us or call at your earliest convenience. We would like to know definitely by February 22nd how many shares you wish, if any, if you haven't theready cash and want the stock, that can be arranged and time given you to pay for it. The Stock Books will be closed on February 28

The Bank of Appamattox

Appomattox, Virginia

Get Your Business Acquainted With New Customers By Advertising.

California Redwood Shingles, $7 Per Thousand

We are making this unusual price for shipment of these shingles for a limited time. This is a very low price on ccount of being overstocked. Send your order at once so to be sure to get yours.

We Have a Complete Line of Building Materials In Stock

Send Us your Inquiries

Adams Bros.-Paynes Co.

709 Main Street,
Lynchburg, Va.

PORCH COLUMNS

TURNED AND COLONIAL, all sizes.

Roofing RUBBER, SHINGLES, TIN

Windows, Doors and Blinds.
Sheetrock and Plaster Board,
Paints, Oils and Varnishes,
Wall Board,
Building Hardware,
Complete Line of Building Material and Mill Work.

Be sure and get our prices before placing your order.

FARMVILLE M'F'G. CO., Inc., Farmville, Va.

Have you met the hundreds of subscribers of The Times-Virginian as your customers? If not, it is your fault—because you don't advertise.

E. P. MILLER, President
ERNEST WILLIAMS, Vice-President
J. D. OWEN, Cashier
J. L. JONES, Assistant Cashier

ESTABLISHED 1885

Capital $675,000.00 — Surplus and Profits Over $650,000.00

THE FIRST NATIONAL BANK, OF LYNCHBURG

RESOURCES
Over Ten Million Dollars

The Old, Big, Strong Bank

Quick Service — Best Food

VIRGINIAN HOTEL COFFEE SHOP

Lynchburg, Va.

Shoppers Headquarters — Moderate Prices

Notice to Subscribers

During the past two weeks, bills have been mailed to all subscribers who subscription is past due. If their is any mistake in your bill, or if it has been paid and you are not credited with it, I would appreciate if you would advise me at once. Look at the label on your paper it tells when your subscription expires.

Punishment to Fit the Crime.

"Could any one get anything now for a long poem in the epic form?" asks a correspondent. Well, he might get ten years from the judge—if the judge had to read it.—Atlanta Constitution.

URGE RUHR LABOR TO HOLD FIRM

Germans in House to House Canvass Seek to Defeat French Aims in Occupied Area.

SOME COAL TRAINS MOVING

French Guarantee Pensions of German Officials Who Ignore Berlin Orders—Workers Are Against the Hohenzollerns.

Duesseldorf.—Everywhere throughout the Ruhr and Rhineland the most active propaganda is going on to encourage resistance and stimulate the national spirit. Religious as well as political organizations are engaged in a house to house canvass among the miners, railroad workers and citizens. Protestant leagues and Catholic brotherhoods are equally sharing in the work with nationalist, monarchist and pan-German organizations.

If the Social Democrats and Socialists are not taking part, it is simply because the organizers of this resistance campaign have not tackled them in exactly the right way and have too lightly regarded them as sure supporters of the Nationalist cause.

All this propaganda work is directed from Munster and Elberfeld, on the north and south sides of the Ruhr, where former President Fuchs and Dr. Schmidt, the former Burgomaster of Elberfeld, are in command. They are using every means with which to strengthen and support their campaign, but the most common of all their arguments is the simple one that if the people will but "hang on" one month more M. Poincare will certainly be defeated and the French troops withdrawn from the Ruhr.

Already in Dusseldorf a shortage of some foodstuffs, such as sugar and milk, which has resulted from the strike, has begun to worry the people. At the house doors the canvassers of the resistance campaign are being met by the questions as to whether the Government cannot do something else.

There are beginning to be signs of discontent and dissatisfaction with the way in which resistance is being conducted. Even the railroad strike has failed to this extent and the French, by herculean labors, managed to ship three trainloads of coal out of the district toward France. These three trainloads are the first consignment from 400 cars which have been collected at Wedar, near Duisburg, and are all now on the march.

This success for the French may be small in size but it is important in that its effect on opinion both in France and here is not small.

On their ide the Germans have not had any success at all in shipping coal through the Ruhr condon. The eastern side the blockade is complete and sooner or later, even the Germans are beginning to admit, something drastic will have to be done to relieve the situation, which in a month's time will begin to strangle Germany just as the French are strangling the blockade in the war.

The workers in the Ruhr district are far more opposed to the House of Hohenzollern than they are to the French and it is the unanimous opinion to foster a Rhineland republic, nothing would give them either a better excuse or more chance of success than such a royalist undertaking bound to fail. It was the fall from lack of the munitions and armaments of the Ruhr alone can give.

One of the strongest factors in the French position is the distinguishing occurred which could in any way be twisted to give the occupation of the district a military character.

An order has been issued that no tipping can take place on any of the district, either loaded or empty. This measure has been taken to prevent gradual reduction in the number of available cars in the district. Ever since the establishment of the coal barrier, the Germans have been trying to deplete the district of coal and by sending out genera' merchandise on special tipping cars which are essential for the loading of coal on barges. That manoeuvre will now be stopped.

TURKS NOW FACE WAR

Allies Order Their Ships to Remain in Smyrna Harbor.

Paris.—The Allies are standing firmly on their position in regard to Smyrna. It was decided at the foreign office, and their small fleet there was reinforced by the French cruiser Cureaco. The commanders of the vessels have been instructed not to leave to obedience to the Turkish command that they evacuate the harbor, and are under strict orders to open fire if attacked by the shore batteries.

PRINCESS MARY HAS SON

First Grandchild of the British Royal Family Is Born.

London.—Princess Mary, wife of Viscount Lascelles, gave birth to a son. The princess is infant is reported to be in excellent condition and doing well.

Although the father is not of royal rank the Lascelles baby will be styled Hon. Henry Ian of his mother's royal birth, but it will not have the appellation of royal highness customarily attaching to princes of this country.

His Professional Manner.

We like very much the story of the dentist who went fishing and was disgusted at landing a large and ornate catfish. He seized the beast firmly round its waist and began to work on its head with a pair of pliers. Quite automatically and with a casual air of courteous firmness he bespoke the fish: "Open wide," he said.—New York Evening Post.

LEADER OF DRYS IN GRAFT CHARGE

Former Chief Field Representative Says Superintendent Split Commissions.

BANTON QUIZZES ANDERSON

Dry Crusader Says League Knew of Charges and Exonerated Him After Hearing—Declares Charges Result From Desire for Revenge.

New York.—Long-smouldering accusations of misappropriation and malfeasance, of blackmail and extortion burst into flame when William H. Anderson, superintendent of the New York state branch of the Anti-Saloon League and a nationally known "dry" crusader, was summoned to the district attorney's office for examination. The district attorney's aide maintained sealed lips and sealed records concerning what took place at the quizzing. But Mr. Anderson himself, in a statement, revealed that an investigation of certain financial transactions within the league, and involving funds donated by its supporters, had been started by District Attorney Banton.

The specific accusations, alleged by the Evening Mail to have been made by O. Bertsell Phillips, who until last year was chief financial field representative of the league, were:

1—That the league chief for many years has carried out a private arrangement whereby he split, fifty-fifty, commissions on donations so-called by Phillips.

2—That Anderson falsified the official accounts of the league, which is a corporation, thus committing a felony.

3—That Anderson, after publicly refusing, in 1920, an increase of his $10,000 salary, drew "compensation" of $15,000 that year, that he obtained the board of directors' authority to draw from the treasury to himself $34,000 for unauthorized and unlimited "publicity."

4—That, although the league professed to pay no commissions or bonuses to solicitors of contributions, Phillips regularly received 20 per cent commission on up to $25,000 collected annually, and 10 per cent on collections exceeding that amount; and that Anderson secretly shared these commissions, recording Phillips' compensation as "salary."

To which Anderson replies, with counter-charges that he was being made the victim of attempted extortion and blackmail which had already cost the league, under the guise of a "settlement," $2,500 paid Phillips by the board of directors, at least.

He named Robert G. Davey, alleged member of the staff of the Lord's Day Alliance, as a co-conspirator, with Phillips, but withheld the name of a third person he declared was involved.

"These charges," he said, "are the result of my refusal to be forced to pay over on the part of three discharged employes the $15,000 which, to a certain extent, they had misappropriated. The man making the charges was discharged for unsatisfactory and unpleasant financial transactions and demonstrated disloyalty. I had expected the chief transactions of another. The third man helped the one making the charges to blackmail me, secure some money, restitution of which was made when we discovered it."

The Rev. Dr. George Caleb Moor, pastor of the Madison Avenue Baptist Church, and secretary of the Anti-Saloon League, was also "invited" and questioned after Anderson's statements had been taken down by a stenographer.

The Rev. Dr. David James Burrell, pastor of the Marble Collegiate church, and president of the Anti-Saloon League, likewise was "invited" to the prosecutor's office, but sent word that he was indisposed and would have to be excused until later in the proceeding. Other league officials and contributors to the Anti-Saloon cause may be "invited" to the district attorney's office soon.

Reports were afloat that a prominent member of the Rockefeller family had been approached in an attempt to adjust the controversy that preceded the district attorney's inquiry.

BOYDEN SILENCED BY HUGHES

Positive Instructions Sent the United States Reparation Observer.

Washington.—Secretary Hughes replaced Col. Logan Feland with Roland W. Boyden, American observer with the Reparations Commission in Europe, not to express any opinion regarding a remunerative settlement with Germany in the commission's discussions and to refrain from giving the confidential advice his experience in the absence of instructions from the department.

CONVICT RUHR STATE HEADS

Penalties Aggregating 307,000 Francs Imposed by French.

Mayence.—The six German industrialists, headed by Fritz Thyssen, who were arrested by the French occupation authorities in the Ruhr for refusing to carry out orders given them to insure reparation deliveries from their respective plants, were convicted by a military court-martial in each instance fines were imposed in francs—in American money $25,000.

Mark of Quality.

The distinguishing trait of people accustomed to good society is their imperturbable quiet, which pervades their every action and habits.—Boston Transcript.

And Strikes Are Useless.

No labor union has ever been organized that could abolish the wages of sin.—Boston Transcript.

BUCKINGHAM

Mrs. Andrew Shoemaker, an industrious, thrifty woman died this week of pneumonia. She was a Miss Lizzie Jamieson before her marriage and was well and favorably known. She leaves six children.

Mr. John Bowen an old man who moved here from Amherst County, died at his home here after a long spell of sickness. Mr. Bowen was an honest and intelligent citizen.

Mr. Emmett W. Fitzgerald passed away at his home at Dillwyn on Saturday. He was a mason, Justice of Peace, Registrar of Vital Statistics, merchant, he was honored and respected by his fellow citizens and his genial pleasant ways will be missed by many old friends.

Little Edward Spencer, we are glad to know is getting well after his spell of pneumonia.

Dr. G. L. Morriss in addition to his many ventures has gone into the mercantile business at Dillwyn and will make a specialty of handling hay, flour and chicken feed.

Mr. Henry C. Geoceclose, principal of the high school here, tells me that things are moving along with the school as freely forgives the erring lad.—Looks Idem.

PROSPECT

Mr. Robert Cocke has gone to Richmond to attend the Grand Lodge of Masons, having been sent as a delegate from the local lodge here.

Prof. R. W. Hume, principal of the high school here is a leader in social affairs has been elected teacher of the Christian Culture Class, which meets alternately at the homes of the members on Tuesday night of each week.

Miss Hilda Baldwin, of Curdsville, is a teacher in the high school here and is a great favorite with the young people.

Miss Maude Jenkins is active in Epworth League work and she is a whole team in church and social gatherings.

Mr. James Lewis is active with his associate men in Masonic and other circles and very popular here.

22 was Prospect quota who went to Farmville to the ball game on Friday night.

Mr. and Mrs. H. M. White, of Dillwyn have gone to Florida to view the land of flowers and enjoy the mild climate of Sunny Florida. Mr. White was the pioneer of Dillwyn. He has done well in doing a large business in the lumber trade.

On the first Monday in February the weather was so bad that neither the County School Board nor the Board of Supervisors met here as each Board usually does.

Mr. John Boatwright will be greatly missed here when he goes to Richmond to attend the extra session of the Legislature which convenes there on February 18th.

We are offering some mighty good values in Men's and Boy's suits and overcoats

For Trade Stimulator, Extra Special All Wool Boys' (2 Pants) Tweed Suits

$7.95

For That Tailored Suit Try Smith Baxandall Cutter.

The House That Beats Them All For The Price.

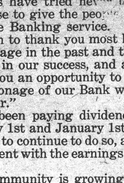
SHEARER BROS.

922 Main St. Lynchburg, Va.

The State The Guardian Of The Public Health

7TH LESSON IN VIRGINIA GOVERNMENT AND CITIZENSHIP.

BY JNO. GARLAND POLLARD.



DR. ENNION G. WILLIAMS, STATE HEALTH COMMISSIONER

The College of William and Mary is offering to our readers free tuition in its correspondence course in Virginia Government and Citizenship. Men and women of all ages may be enrolled by sending their names to Box 264, Williamsburg, Va.

"An ounce of prevention is worth a pound of cure," is one of the few ancient proverbs which understand the truth. One dollar wisely spent in preventive medicine means the saving of hundreds. We have been paying taxes levied by our governments; we have and taxes levied by our improvidence; we have the taxes of preventable diseases levied by our folly in not using the means with our power to prevent the spread of sickness. The greatest of all these taxes is the disease tax. In the long list of ills that kill, all can be prevented except diabetes, cancer and old age. It is safe to say that 95% of the 50,000 deaths in Virginia for the last reported fiscal year were from preventable diseases, and that the same percentage would apply to the hundreds of thousands who suffered during the year from sickness. Think of the great economic loss suffered by the state in these cases of death and sickness. The dead can earn no more and the earning capacity of the sick is impaired and often completely destroyed. This does not mean, of course, that we can reasonably expect that the Health Department will grow so prominent and the people so intelligent and careful as to live out entirely the ravages of preventable diseases, but the fact yet remains that the loss in the sum total of the earnings of the people may be materially checked if the state should give more substantial support towards enlarging the activities of its Health Department including a dissemination of a better knowledge of its methods and spread of disease. Past experience fully justifies this statement, and the most striking illustration of the truth is the reduction in eleven years of the number of typhoid cases from 14,000, to 2,000 per annum, and the number of deaths from 1,400 in former years to 260 in 1925. Deaths from malaria, as well as diarrheal diseases, have likewise been materially reduced. The task of fighting the white plague has been taken up in earnest. There is every reason to expect that through the efforts of the health authorities tuberculosis will be materially reduced.

Not many years ago health boards were regarded as agencies to be used only in time of epidemics, but the rapid advance of preventive measures has made public health agencies a factor not only in preventing human suffering but in promoting the great economic waste incident to ill health.

Virginia began her public health work in earnest in 1908, when the State Board of Health was reorganized and Dr. Ennion G. Williams was made first Health Commissioner. So energetic and successful has been the leadership of Dr. Williams that each succeeding Governor has appointed him to his present important post.

Hon. W. W. Baker, of Chesterfield, who is a member of the General Assembly, deserves the lasting gratitude of the people of Virginia for championing this great cause in the Legislature through many succeeding sessions.

Four thousand dollars was the annual appropriation for 1908; in 1922 it reached $350,384.00.

It is impossible, in the short space allotted to this lesson, to mention the many ways in which our efficient Health Department is serving the people. This subject will be treated in detail in the forthcoming Virginia Year Book to be issued by the Marshall-Wythe School of Government and Citizenship. But all interested in public health should at least know that among the activities of the Department is the teaching of the causes and means of preventing disease. This is done through instructive pamphlets, lectures, moving pictures and health

(Continued on page 4.)

A Better Sign.

A road sign reads: "Drive slow; you might meet a fool." In better times, two fools might meet.—Detroit Times-Evening.

Rubber Plant.

Your rubber plant with still leaves will be a dark green

Your Interest in Road Development in Virginia Will Prompt You to Want to Know How Other States are Solving Their Problem—READ—

"WHAT NORTH CAROLINA IS DOING"

By FRANK PAGE, Chairman,
North Carolina State Highway Commission, Raleigh, N. C.

(An address delivered before the 12th annual convention of the Virginia Good Roads Association at Roanoke, January 30, 1923.)

Mr. Chairman, Ladies and Gentlemen of the Virginia Good Roads Association: Your Program Committee, in giving me the subject "What North Carolina is Doing," evidently put a limitation on the time I should speak upon you the importance of having a real organization in undertaking this work. I understand that the Virginia Highway Commission and are ready to produce results for your State. They, however, have not answered to the call to come to Roanoke and help you in this work. The reason assigned for their absence is that they are too busy. Well, I am glad to hear that. It is a most emphatic answer. Work; third, money. As I understand it, the Governor and Mr. Shirley are ready to do the work, but you do not have the money.

North Carolina has 3,276 miles in its State Highway System. Of this number 1,276 miles are now completed and hard surfaced. Of the remaining 2,000 miles under construction and just being finished, 900 were completed during the year 1922. We also have under contemplating additional highways at our present rate of progress we hope to add about 2,000 miles per year.

What the People Say.

But to get to the point, what do the people of North Carolina think of the State Highway System? The members of the Legislature, and just prior to the convening of the 1923 session, a canvass was made and it was convinced that we would have no trouble in getting the necessary appropriation for the maintenance of the system before the 1923 Legislature convened, we proposed a bill increasing our gasoline tax from 3 cent to 4 cents per gallon and our automobile license fees about 50 per cent. The bill originated in the House of Representatives by a vote of 98 to 2. The Senate Committee took it up without argument, and approved it. Then the Senate passed it by a vote of 43 to 1. The Governor promptly signed it. This shows what the people of North Carolina think of our road program. You may be sure that the Legislature in North Carolina and I assume in Virginia, has his ear closer to the ground than any animal living, and listening for the rumblings of public opinion.

Completed Roads Save Gasoline.

Some of you say that we are taxing our people to death. No, we are not. Here are the facts: Before the war we had but few of the people of North Carolina ever to be taxed when it is a paying investment. In 1922 there were shipped into the State 72,597,282 gallons of gasoline. There were at that time 145,991 automobiles in the State, and the average mileage was 1,000 per car. In 1923 there were shipped into the State 72,424,282 gallons of gasoline, and we had at that time 145,991 automobiles in the State, and the average mileage was 1,000 per car. In 1921 only 40,000 gallons of gas. In 1922 we had shipped into the State 72,424,282 gallons of gasoline and we had 181,000 automobiles, or each automobile in 1922 consumed 400 gallons of gasoline, while in 1921 each car consumed but 222 gallons. In other words, in 1922 we had improved our roads to such an extent that each car consumed 178 gallons of gasoline more than in 1921. Now, at 4 cents per gallon, this means a saving of $7,120,000.00. This is a saving in oil, time and the wear and tear on the automobile machinery.

Better Contractor From Other States.

At the beginning of 1921 the Legislature, realizing the waste and extravagance of millions then prevailing in the labor and material used in road building, appointed a committee to investigate the whole road system. This committee, after a most thorough investigation, determined that we would let no more contracts to local men, but that a large program enabled us to induce contractors from other States to move their outfits into North Carolina, and that we would let contracts in one, two or three-mile sections. As a result of this policy we have in the past two years able to induce the largest and best contractors in the United States to move their outfits into North Carolina today on a single project have one-quarter of a million dollars in equipment. These contractors have come to us from Illinois, Pennsylvania, Missouri, Indiana, Kentucky, Ohio and other States. In this way we feel that each one of these States contributed to the wealth of North Carolina and helped to build our roads.

Roads Best Investment.

Today we are building roads at the rate of $30,000 per mile, and we have under contract for other type of roads per month. Two years ago we were building at the rate of $15,000 per mile. Now, you see, we are spending large sums of money, but we are getting for it the best investment we have that is the Union can make. The very fact that we have reduced the cost of roads and established in the State a much more advantageous figure than if we had been forced to construct roads in very short pieces.

We Are Confident That We Have $5,000,000.

We are confident that we had a saving in the construction of roads in North Carolina alone during the year 1922 of at least $5,000,000 over what the roads would have cost if we had been forced to continue the road-building program over several years' period. It is impossible to say how much of this saving is due to the organization of a real State-wide united action you will succeed. I said in the beginning that the greatest economy comes either by evolution or revolution. I am a believer in evolution, and I am a great believer that there will never be a revolution to have a real system, if you can, but by evolution. Let me give you some good illustrations:

What Other States Are Doing.

The work of Virginia in Virginia is pre-eminent. I like the way you say "Virginia first, Virginia last, Virginia always." Virginia stands for the best in everything. But look to your laurels, Virginia, Maryland and your North Carolina are pressing hard upon you. West Virginia on your West has a good road system. Kentucky has splendid roads and Tennessee and South Carolina are doing the same. Georgia is now just being finished, 900 new miles of roads, and Florida has just issued $40,000,000 of bonds to be used in completing additional buildings at our highest standard. Alabama and Mississippi are also in the $5,000,000.00 class.

What the People Say.

But to get to the point, what do the people of North Carolina think of the State Highway System? The members of the Legislature, and just prior to the convening of the 1923 session, a canvass was made and it was convinced that we would have no trouble in getting the necessary appropriation for the maintenance of the system before the 1923 Legislature convened, we proposed a bill increasing our gasoline tax from 3 cent to 4 cents per gallon and our automobile license fees about 50 per cent. The bill originated in the House of Representatives by a vote of 98 to 2. The Senate Committee took it up without argument, and approved it. Then the Senate passed it by a vote of 43 to 1. The Governor promptly signed it. This shows what the people of North Carolina think of our road program. You may be sure that the Legislature in North Carolina and I assume in Virginia, has his ear closer to the ground than any animal living, and listening for the rumblings of public opinion.

Completed Roads Save Gasoline.

Some of you say that we are taxing our people to death. No, we are not. Here are the facts: Before the war we had but few of the people of North Carolina ever to be taxed when it is a paying investment. In 1922 there were shipped into the State 72,597,282 gallons of gasoline. There were at that time 145,991 automobiles in the State, and the average mileage was 1,000 per car. In 1923 there were shipped into the State 72,424,282 gallons of gasoline, and we had at that time 145,991 automobiles in the State, and the average mileage was 1,000 per car. In 1921 only 40,000 gallons of gas. In 1922 we had shipped into the State 72,424,282 gallons of gasoline and we had 181,000 automobiles, or each automobile in 1922 consumed 400 gallons of gasoline, while in 1921 each car consumed but 222 gallons. In other words, in 1922 we had improved our roads to such an extent that each car consumed 178 gallons of gasoline more than in 1921. Now, at 4 cents per gallon, this means a saving of $7,120,000.00. This is a saving in oil, time and the wear and tear on the automobile machinery.

Better Contractor From Other States.

At the beginning of 1921 the Legislature, realizing the waste and extravagance of millions then prevailing in the labor and material used in road building, appointed a committee to investigate the whole road system. This committee, after a most thorough investigation, determined that we would let no more contracts to local men, but that a large program enabled us to induce contractors from other States to move their outfits into North Carolina, and that we would let contracts in one, two or three-mile sections. As a result of this policy we have in the past two years able to induce the largest and best contractors in the United States to move their outfits into North Carolina today on a single project have one-quarter of a million dollars in equipment. These contractors have come to us from Illinois, Pennsylvania, Missouri, Indiana, Kentucky, Ohio and other States. In this way we feel that each one of these States contributed to the wealth of North Carolina and helped to build our roads.

Roads Best Investment.

Today we are building roads at the rate of $30,000 per mile, and we have under contract for other type of roads per month. Two years ago we were building at the rate of $15,000 per mile. Now, you see, we are spending large sums of money, but we are getting for it the best investment we have that is the Union can make. The very fact that we have reduced the cost of roads and established in the State a much more advantageous figure than if we had been forced to construct roads in very short pieces.

We Are Confident That We Have $5,000,000.

We are confident that we had a saving in the construction of roads in North Carolina alone during the year 1922 of at least $5,000,000 over what the roads would have cost if we had been forced to continue the road-building program over several years' period. It is impossible to say how much of this saving is due to the organization of a real State-wide united action you will succeed. I said in the beginning that the greatest economy comes either by evolution or revolution. I am a believer in evolution, and I am a great believer that there will never be a revolution to have a real system, if you can, but by evolution. Let me give you some good illustrations:

What Other States Are Doing.

The work of Virginia in Virginia is pre-eminent. I like the way you say "Virginia first, Virginia last, Virginia always." Virginia stands for the best in everything. But look to your laurels, Virginia, Maryland and your North Carolina are pressing hard upon you. West Virginia on your West has a good road system. Kentucky has splendid roads and Tennessee and South Carolina are doing the same. Georgia is now just being finished, 900 new miles of roads, and Florida has just issued $40,000,000 of bonds to be used in completing additional buildings at our highest standard. Alabama and Mississippi are also in the $5,000,000.00 class.

**